Government, utilisation of funds against the already sanctioned works, and the amount of sanctions already available with the State, so that the sanctioned works are completed in a reasonable time of two years or less. Accordingly, the sanctions in any year have to be restricted to State's capacity to utilise the funds allocated under CRF. Fresh prioritisation is done by the State for subsequent year.

Sundar Committee Report on Road Safety

1966. SHRI MAHENDRA MOHAN: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has accepted Sundar Committee Report on Road Safety norms;

(b) if so, the details of the recommendations accepted by Government so far;

(c) whether Government proposes to put stringent and strong deterrent measures against traffic violations besides rigorous punishments for causing fatalities; and

(d) if so, the details in this regard and whether these measures have been brought in new Road Safety Bill?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) The Committee constituted under the Chairmanship of Shri S. Sundar, former Secretary, Ministry of Surface Transport, submitted its report on 20.2.2007, *inter-alia*, recommending creation of the National Road Safety and Traffic Management Board and also creation of a dedicated fund namely 'National Road Safety Fund'. The Committee of Secretaries (CoS) in its meeting held on 4.3.2008 has in-principle accepted the proposal for creation of the Board recommended by Sundar Committee. The Expenditure Finance Committee (EFC) headed by Secretary (Expenditure) in its meeting held on 3.12.08 has also agreed to the proposal for creation of a statutory Board and also creation of National Road Safety Fund.

(c) and (d) Penalties for traffic violations are governed by the Motor Vehicles Act, 1988. In the Motor Vehicles (Amendment) Bill, 2007 introduced in Rajya Sabha on 15.5.2007, it has been proposed to increase the penalties for various traffic violations. The National Road Safety and Traffic Management Bill recommended by Sundar Committee does not provide penalties for traffic violations.

PPP model for NHDP programmes

1967. SHRI N.K. SINGH: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the extent of success achieved so far in the Public Private Partnership (PPP) model in the programmes under Phase-III to Phase-VI of National Highways Development Project (NHDP); and

(b) whether any incentive structures are being visualized in order to attract private investments?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) Under National Highways Development Project (NHDP) Phase-III, 33 projects of 2075 km length with a cost of Rs. 12487 crore have been awarded by the National Highways Authority of India (NHAI), while under NHDP Phase-V, 7 projects of 992 km length at a cost of Rs. 7446 crore have been awarded on Public Private Partnership (PPP) mode. NHDP Phase-VI aims at development of 1000 km of expressways on PPP mode at an estimated of cost Rs 16680 crore and the projects have not reached the award stage so far. Under NHDP Phase-IVA, feasibility bids for 24 projects for a total length of 2981 km have been invited so far by the Department of Road Transport and Highways/State Governments.

(b) As part of the continuous endeavor to attract private investments, the Government has provided the policy frame work for award of all contracts for provision of road services only on Build, Operate and Transfer (BOT) basis for NHDP Phase-III and onwards. In addition to the provision of capital subsidy up to 40% of project cost to make projects viable (Viability Gap Funding), duty free import of high capacity and modern construction equipment and 100% tax exemption in any consecutive 10 years out of 20 years of operations, etc. are available to the investors.

Four-laning of Gandhidham-Mundra Road

1968. SHRI NATUJI HALAJI THAKOR: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether preparation of Feasibility-cum-Preliminary Design Report of Gandhidham-Mundra section and NH-8A (Extn.) has been completed;

(b) if so, by when the four-laning work is likely to be started; and

(c) the present status of the work towards this cause?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) to (c) No, Sir. However, the project preparation of feasibility cum Preliminary design report of Gandhidham— Kandla—Mundra section of NH 8A (Extn.) is in progress under NHDP Phase III. The work on BOT basis is likely to be awarded by July, 2009 depending on its viability on BOT basis.

Raising allocation for road projects

†1969. SHRI PRABHAT JHA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that many States have demanded to raise budget allocation for the road projects;

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†Original notice of the question was received in Hindi.